

INFORMATION REPORT

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2. Roudnice POL Depot
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SOURCE

1. The long-distance oil-pipe line from the Stalinovy zavody Hydrogenation Plant, formerly Bruex Hydrierwerke, in Horni Litvinov (Oberleutendorf) (N 51/F 13) to Vienna-Lobau (P 49/X 48-49) via Hnevice (O 51/F 62) near Roudnice/Elbe (N 51/F 62) was constructed in three stages. It included the Most - Roudnice pipe-line section which was built in 1939, the Vienna - Roudnice line section which was constructed during the war and the large underground storage depot and transshipment point in Hnevice. The Most - Roudnice pipe line was originally constructed for the purpose of pumping hydrogenation products from Horni Litvinov to Roudnice. Crude oil from Rumania, however, was to be pumped through the Vienna - Roudnice line for further processing either in Germany and to a smaller extent in Czechoslovakia. The Vienna - Roudnice pipe line which was projected and constructed during the war, was to establish a connection between the Danube and Elbe in order to facilitate the shipping to German hydrogenation plants of the oil obtained from Rumania and expected from the Caucasian oil fields. The Roudnice POL depot was constructed within the framework of the program of the Economic Research Association m.b.H. (Wifo) to increase the total POL tank capacity from 1 million at first to 1.5 million tons and, during the war, to 4 million tons and to establish a transloading point for crude oil from the Vienna - Roudnice oil pipe line and for hydrogenation products pumped through the Most - Roudnice pipe line. After the completion of this depot the German POL tank capacity amounted to 1.5 million tons.
2. In 1945, the Most hydrogenation plant had reached a daily production capacity of about 1,500 tons and, by May 1945, the plant capacity for intermediate products obtained through low temperature carbonization amounted to 100,000 metric tons per year. Gasoline from Horni Litvinov was pumped to Roudnice by a high-pressure centrifugal pump operating at a pressure of 40 atmospheres and with a capacity of 150 cbm/h. The dual pipe line with one line for standard fuel and one for aviation fuel was 65 kilometers long, made of Mannesmann steel tubes with an inner diameter of 200 mm. and incorporated a total of 29 slide valves with shafts. On 10 May 1945, the Most - Roudnice pipe line was taken over by the Czechs.
3. The plans for the Roudnice fuel depot were based on the following ideas. Since, before the war, no bombs heavier than 250 kg. were expected to be dropped by enemy aircraft, the German standard specifications for large fuel depots with a capacity of 100,000 cu.m. required merely underground 3,300 cu.m. tanks in vertical position with one fuel pump each with a throughput of 30 cu.m./h. During the

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war bomb-proof requirements were gradually increased to withstand 1,000 kg. bombs. Roudnice was projected in accordance to latest developments with four groups of five 4,000 cu.m. tanks, each group being protected with a concrete and earth cover and provided with two high-power pumps with a throughput of 250 cu.m./h at a pressure of 8 atmospheres. ² It was planned that the total capacity of 80,000 cu.m. should be increased by additional 20,000 cu.m. This group of tanks was still under construction in 1945. ³ The depot was furthermore equipped with two tracks leading to the tapping points and 10 railroad sidings each with a usable length of 600 meters. It was planned that the Elbe harbor be provided with four risers, each fitted with a pump with a throughput of 250 cu.m./h operating at a pressure of 8 atmospheres, pumping fuel into tankers. Except for one bomb-damaged small fuel tank, the Roudnice fuel depot was undamaged at the end of the war and was allegedly kept in operation by the Czechs.

4. Roudnice Depot was equipped with two feeder stations, one for the pipe line from Horni Litvinov with two 300-cu.m. working tanks and one for the pipe line from Vienna-Lobau with three 300-cu.m. working tanks, each tank being equipped with a pump having a throughput capacity of 250 cu.m./h working at a pressure of 8 atmospheres.
5. The Vienna - Roudnice pipe line consisted of welded Mannesmann tubes and had a total length of about 360 km, an inner diameter of 300 mm. and a wall thickness of 10 mm. The pipe line was designed with nominal pressure of 100 atmospheres. Forty-five slide valves which simultaneously functioned as tube cleaner shafts were installed over the entire length of the pipe line, generally before the pipe passed through rivers, before railroad and road crossings, and at low points in the terrain. The pipes were to be cleaned by means of chain pulls or by air or water pressure. By the end of the war, five pumping stations were under construction, one near Vienna-Lobau, one near Prinetice, one near Znojmo (O 49/S 06), one near Caslav (O 50/W 47) and one near Kolin (O 51/M 38). ¹ Improvised pumping stations were installed close to the final pumping stations in Vienna-Lobau and in Prinetice. ⁴ They were similar in tube to the final stations but were less powerful. Each improvised pumping station was fitted with two 100-cu.m. working tanks and three high-power centrifugal pumps with an output of 75 cu.m./h operating at a pressure of 30 atmospheres. At an operating pressure of 90 atmospheres these three centrifugal pumps were connected in series. The total power of the improvised pumping stations was 225 hp. The portions of the pipe line passing through rivers were equipped with siphons. Although the pipe line was ready for operation with the two improvised pumping stations, pumping was not initiated by the Wifo, because about 30,000 cu.m. of crude oil would have been required to fill the line, which was considered a waste since the oil supply from Rumania had dropped in 1944/1945. The pipe line was intact when it was taken over by the Czechs. ¹

- 25X1A 1. ☐ Comment. For 18 maps, scale 1:100,000 showing the course of the Most - Roudnice and Vienna - Roudnice oil pipe lines, see Enclosure 1.
For course of the two pipe lines, shown on a 1:1,000,000 map, see Enclosure 2.
- 25X1A 2. ☐ Comment. For top view and cross section of a group of five tanks with a total capacity of 20,000 cu.m. at Roudnice POL depot, see Enclosure 3.
- 25X1A 3. ☐ Comment. According to previous information of February 1949, the Roudnice POL depot was equipped with six 20,000-cu.m. tank groups, a seventh group was reportedly completed in early 1948, and an eighth group was still under construction by early 1949. By the end of 1949 the POL depot may, therefore, have reached a capacity of 160,000 cu.m.
- 25X1A 4. ☐ Comment. According to unconfirmed information, the Prinetice pumping station was allegedly repaired by military units in September 1952. Prior to 1952, the pipe line was allegedly neglected. While according to previous information the Vienna - Roudnice pipe line was reported as being located west of the former Reichsstrasse, source of the present report stated that it was definitely located east of the highway.

Enclosures: 1. 2 sets of maps (18 pages - Army)
2. Map section photograph (Air, Army)
3. Cross section sketch of oil tanks (Air, Army)

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